

The Hongkong Telegraph.

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號三初月一十年元統宣

WEDNESDAY, DECEMBER 15, 1900.

三拜禮

號五十月二十年英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....\$15,000,000
Sterling.....\$15,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomlinson, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
H. G. Barrett, Esq.
G. S. Gubbay, Esq.
O. R. Lumsden, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONG KONG—INTEREST ALLOWED:
On Current Account at the rate of 5 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th November, 1900.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,000,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 5 per Cent. per Annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per Cent.
On Fixed Deposits for 6 months, 3 1/2 per Cent.
On Fixed Deposits for 3 months, 3 per Cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1900.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,000,000

Head Office—YOKOHAMA

Branches and Agencies:
TOKIO. OHEFOO.
Kobe. TIENHSIN.
YOKO. PEKIN.
NAGASAKI. NEWHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTON.
SAN FRANCISCO. LIOVANG.
HONOLULU. MUKDEN.
ROMA. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 5 per Cent. per Annum on the Daily Balance.
On fixed deposit—
For 12 months.....3 1/2 per Cent.
For 6 months.....3 per Cent.
For 3 months.....2 1/2 per Cent.
TAKAO TAKAMIGI,
Manager.
Hongkong, 11th September, 1900.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank für Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
J. C. S. Stern.
Norddeutsche Bank in Hamburg.
Sal. Oppenheim Jr. & Co., Köln.
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROBINSON & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KERN,
Manager.
Hongkong, 4th December, 1900.

Banks.

HONGKONG SAVINGS BANK.

H. L. BAKER, of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 15th January, 1900.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$2,500,000
ABOUT \$2,500,000
RESERVE FUND.....GOLD \$2,500,000
ABOUT \$2,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK

LONDON OFFICE:
THREADEBELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 5 per Cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1900.

Intimations.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force.....\$34,054,153.00
Assets.....7,114,490.08
Income for Year.....3,073,934.81
Total Security to Policyholders.....7,888,525.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton, Macao and the Philippines.
District Secretary.
ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1900.

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1900.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP.....\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th March, 1900.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	About 10th Dec.	Freight and Passage
SHANGHAI	DELHI	About 14th Dec.	Freight and Passage
LONDON, &c., via usual Ports	DELTA	25th Dec.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 29th Dec.	Freight and Passage

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 15th December, 1900.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

CHRISTMAS DELICACIES.

CHOCOLATE WALNUTS.
CHOCOLATE PEPPERMINTS.
CHOCOLATE GINGER.
CHOCOLATE DESSERT.
CHOCOLATE CREMES.
BUTTERSCOTCH.
BARLEY SUGAR.
TURKISH DELIGHT.
NUTMILK CHOCOLATE.
MUSCATELS.
PULLED FIGS.
CARLSBAD PLUMS.
ELUAS PLUMS.
CHRISTALIZED FRUITS.

LANE, CRAWFORD & CO.

WHISKIES

SCOTCH.



Fine Old Glenlivet.
'Very Old Highland' Blend.
Robert Macdonald.
Monarch of the Glen.
Rare Old Blend.
'Wayloong' Blend.
Extra Special Finest Liqueur.

'Polo' (bottled at Home).
O. D. S. (very choice).
V. O. S. (old matured).
Faintest, great age (very fine).

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 1st December, 1900.

Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD and RESIDENCE at MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH,
Manager.

HOTEL CRAIGIEBURN.

PICKETT'S GAP, the PEAK, near the TIEN TAI MONASTERY Tel 53

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th July, 1900.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,165 Tons, "FATSHAN" 2,165 Tons, "KINSHAN" 2,165 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and to P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUOHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. Passengers can return to Hongkong by Vice Versa by the Companies' direct steamers "Linton" and "Sangli". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO

On SUNDAY, the 17th DECEMBER, 1900.
The Company's Steamship "SUI-AN" will depart from the COMPANY'S WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.
Machado's String Band will play during the trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, FIRST FLOOR,
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1900.

THE VIENNA CAFE

COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernised premises.

The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.
The long experience of both Gentlemen is up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
Hongkong, 20th September, 1900.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BEUMENTHAL,
Proprietors, Manager.

Telephone, 170. Telegram "Astor."

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR STRAIGHT TO SAIL
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE
KUDAT and SANDAKAN

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

SHANGHAI, KOBE, YOKOHAMA, OCEANIC, 20th Dec, P.M.
MARSEILLES, VIA PORTS, TONKIN, Charbonnel, 21st Dec, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, NERA, Martin, 3rd Jan, P.M.
MARSEILLES, VIA PORTS, POLYNESIAN, Broc, 4th Jan, at 1 P.M.
Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta; Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Marabail (1900 tons 14 knots) Capt. Bicalme
DEPARTURE:
From HONGKONG the Co's Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)
N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton by starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.
Hongkong, 19th November, 1909.

Intimation.

EYES RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, GALCOTT, SHANGHAI,
John Street, Bedford Row, W.C. 1, 9, Dutilleul Street, 165, Nanjing Road.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Docking Length 515 ft.
Width of Entrance ... 80 ft.
Water on Blocks 28 ft.
No. 2 DOCK. Docking Length 376 ft.
Width of Entrance ... 50 ft.
Water on Blocks 26 ft.
No. 3 DOCK. Docking Length 481 ft.
Width of Entrance ... 63 ft.
Water on Blocks 27 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 606, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Soetta, A. I. and Watkins.
Yokohama, April 28th, 1903.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Neatly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents,
Hongkong, 13th December, 1909.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY HAND
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & C. SPECIAL LIQUOR BOOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
P. & C. 11th March, 1909.

REGRET

You will NEVER if you

VISIT
MOHIDEEN &

THAHA,

in
D'AGUILAR STREET,

the

NEW JEWELLERS
AND DEALERS

in
CEYLON PRECIOUS
STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

OSMAN & GASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Consent Port Orders carefully
executed.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

or
TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.

CABIN TO PALACE.

AN IRISH FAMILY'S SENSATIONAL JUMP
TO FORTUNE.

The story of a sensation leap from humble circumstances to affluence is reported in connection with a family named Hale, of County Sligo, who, it is said, have received an intimation to the effect that, in a few weeks' time, they will receive the sum of £200,000 from the Mexican Government.

The reason is given as follows: A relative of the Hales emigrated to Mexico in the early part of last century and became enormously rich. Some 67 years ago he lent the Mexican Government, which was then in financial difficulties, a sum of sixty thousand pounds, and it is this sum, with accrued interest, that the Hales expect to become possessed of in due course.

DRINK IN NIGERIA.

COMMITTEE REPORT THAT THE TRAFFIC
ENTAILS LITTLE HARM.

The report of the Committee which investigated the effects of the liquor traffic in Southern Nigeria, whose report was issued on 27th Oct. has come to the conclusion that the evil effects of drink in these regions are very slight.

There is absolutely no evidence, they say, of race deterioration due to drink. In Southern Nigeria mortality is high and disease is rife, but drink is only an insignificant factor in producing these results. There is hardly any alcoholic disease amongst the native population.

On the occasions of feasts and festivals the natives often drink more than is good for them, both of trade spirits and native liquors. Individuals injure themselves both morally and physically, but the people generally are a sober people, who are able to drink in moderation without falling into excess.

There appears, however, to be a tendency among some of the natives who have received a certain amount of European education to acquire drinking habits, but the prohibition of "trade spirits" would not do much to diminish this evil. The expert evidence taken in England shows that there is nothing to complain of as regards the quality of the spirits imported into Nigeria.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?
QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1900.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.15 p.m. ... Every 15 minutes
12.15 p.m. to 1.15 p.m. ... Every 15 minutes
1.15 p.m. to 2.15 p.m. ... Every 15 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
NIGHT CARS.
5.45 p.m. and 9 p.m. ... every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
NIGHT CARS as on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m., and 3.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road, Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1900.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

GABINET-MAKING AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, Des Voeux Road CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co.
15th May, 1901.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.

1909, 1st April, 1900.

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BEALE II."
FROM LEITH, MIDDLEBROOK, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 10th December, 1909.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of December, at 9.30 A.M.

All claims must reach us before the 31st of December, 1909, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & Co.,
General Agents.
Hongkong, 10th December, 1909.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI
AND KOBE.

THE Steamship
"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th December, 1909.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th December, 1909.

FROM EUROPE.

THE H. A. L. Steamship
"SCANDIA,"

Captain V. Döhrsen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 14th December, 1909.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES.

TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 9th September, 1907.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. (28)

BIRTH.

On December 8, 1909, at Footing, the wife of J. Hourigan, of a son.

On December 9, 1909, at Shanghai, the wife of O. A. Mader, of a son.

DEATH.

On December 8, 1909, at Huchow, Emma P. Filley, wife of the Rev. Edward Filley.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 15, 1909.

JAPAN'S FOREIGN TRADE.

The *Japan Chronicle* prints the report of a speech delivered on the afternoon of the 1st instant by Baron Oura, at the Osaka Chamber of Commerce, on Japan's foreign trade. According to the Japanese Minister of Agriculture and Commerce, the industrial and commercial development of the country depended entirely on the energy of the people. It was to be regretted that the people were so much cast down at the prevailing depression in trade. It was a mistake to be either optimistic or pessimistic. A temporary manifestation of the course of trade. People must persevere and adapt themselves to their business circumstances. They should boldly advance, plucking up spirit and striving for a sound industrial and commercial development. The result of the foreign trade of Japan this year was very unsatisfactory as compared with 1907; but up to the middle of last month (November) it had been in favour of exports, which showed an excess of over ¥4,000,000 over imports. Usually exports increased in the latter half of the year, and there was no doubt that the present year would show an excess of exports over imports such as had not been seen for many years, and the country was to be congratulated on this fact. Compared with advanced countries in Europe and America, industry and commerce in Japan were yet in a primitive condition, leaving much room for improvement. In the foreign trade of Japan two distinct currents were running. One was the increasing import of raw materials from foreign countries and the other the increasing export of the manufactured goods by means of improved machinery. These largely included goods manufactured from raw materials imported from abroad. Such features in the foreign trade would show that Japan was going to play her part as a manufacturing country. As was well known, the trade of Japan with European countries had always been on the side of imports, and Japan had remained the debtor country, but the excess of export in the trade with China and the United States had offset the unfavourable difference in the

trade between Japan and European countries, and an equilibrium of exports and imports thus practically obtained. This condition of foreign trade should be noted. The foreign trade of Japan had great prospect in the Oriental countries, which had large populations, thus offering a promising market. In particular China was the market for the trade of the world Powers. Osaka had very close relations with the China trade, and the ups and downs of that trade would affect the welfare of the port. Osaka was destined to become the centre of the commerce and industry of the Empire. This made the responsibility of Osaka business-men very heavy, and it was to be hoped that they would be earnest in their business more than ever. In the present condition of the China trade some doubt was felt as to whether Japanese business-men were discharging their duty to the full. Certain lines of Japanese goods found large sales abroad, but their reputation quickly collapsed on account of deterioration in quality. As a result the market for them fell off, which was a matter to be deplored. This was particularly the case with the manufactures of Osaka. Innumerable were the Japanese goods which were exported in large quantities for a time, but which soon lost their market on account of bad quality. Manufacturers were not alone to blame for that. Merchants must share the responsibility. As long as the evil of turning out goods of inferior quality was left unchecked, a further increase in the foreign trade of Japan was hopeless. It was merely a temporary expedient to organise a guild of merchants engaged in foreign trade in Osaka. What was necessary was for Japanese manufacturers and merchants to adopt sound rules for their guilds and carry out a proper examination of goods or promote direct export in their lines. They should combine to remove the evil of bad quality referred to. It was high time for Chambers of Commerce to establish a fixed policy of foreign trade, to arouse public opinion, and discharge their duty of guiding manufacturers and merchants. Especially should the Chambers co-operate with business guilds for the extension of the market of Japanese goods abroad. It was important that commerce, and industry or the sale and manufacture of goods should go on side by side, always keeping in close touch with each other. Whatever progress might be made by manufacturers, if merchants were tempted by immediate profit without regard to permanent advantage, the evil of deterioration in the quality of goods could by no means be removed. The two branches of business should work side by side for improvement in the quality of the goods and cultivation among business-men of commercial morality. In the Hoshio Receipt issued in October last year, his Majesty the Emperor warned the people that they must be true in heart and act under strict guidance of the principles of justice. Truth and justice should be particularly observed by business-men. The promotion of foreign trade formed one of the most important of post bellum undertakings, and the success of this work devolved on the shoulders of the business-men. In conclusion the Minister invited his hearers to direct their attention to the measures which they deemed desirable to be taken for the encouragement of trade with China, which had a vital bearing on the prosperity of Osaka. He himself would promptly attend to any suggestion that might be made.

LOCAL AND GENERAL.

THE political prospects of the Korean Cabinet are at present unfavourable.

THE Fukien Railway Co. has obtained a loan of Tls. 500,000 from the Ta Ching Government Bank, and work on the line has been resumed.

MESSRS. E. D. Sassoon & Co., the agents for the Queen Insurance Co., Ltd., favour us with a desk blotter, pocket diary and wall calendar for the coming year.

THE negotiations in connection with the proposed exclusive Chinese Settlements in Korea, which have been in progress in Seoul, have been concluded.

WE have to acknowledge from Messrs. Dodwell & Co., Ltd., the receipt of a blotter and calendar distributed by the Alliance Insurance Co., Ltd., of which they are the local agents.

HEWERY, the brilliant Continental racing motorist, did a startling thing at Brooklands, on November 8. He beat the world's records for the flying half-mile and flying kilometre, travelling well over two miles a minute.

THE new factory of the Toa Tobacco Company, of Tokyo, established at Newchwang, opened its operations on the 2nd instant, when a dinner was given to celebrate the occasion, the Japanese officials and leading residents of the port being invited.

IN response to a memorial from the Yuch'nanpu (Ministry of Posts and Communications), forwarded to the Throne through the Waiwupu, the order of the Double Dragon has been conferred by Imperial Edict on Mr. J. O. P. Eland in recognition of services rendered to Chinese connection with railway work.

FIVE hundred pesos salvage was paid to the skipper of the German freighter *Silkhana* by the Philippine military authorities as salvage for the launch *Laura*. This launch was picked up in the China Sea by the *Silkhana* and brought to Manila after the men in it had been taken off by the *Mauban*. The little craft was blown out to sea from Corregidor.

A SKOUT dispatch to the *Mainichi Shimbun* states that according to a report published by the Police authorities at Hamgyonggondo, 250 Korean fishing boats are missing off Japan, owing to a heavy storm experienced on the 14th ultimo. Fifty-six boats were wrecked off Sicho, and eighty others are reported missing, while twenty percent were drowned.

MR. A. RIDGER, of the China Sugar Refinery, returned to the Colony this morning by the *Mikima Maru*.

AS usual Messrs. Watson & Co. are issuing a beautifully illuminated calendar calling attention to their wares. It is an ornament as well as a record.

THE rice case again occupied the attention of the Acting Chief Justice at the Supreme Court this afternoon. Further argument was heard and the case adjourned.

THE artistic calendar for 1910 issued by the Victoria Dispensary to their patrons has the further usefulness of being capable of serving the purpose of a letter rack.

MR. E. J. GRIS, of the firm of Messrs. Wilkinson and Grist returned to the Colony this morning by the *Mikima Maru*, after a long holiday in the home country.

THE Scottish and Union National Insurance Co. illustrate their 1910 calendar with a capital colotype likeness of Her Majesty Queen Alexandra. Messrs. Carlowitz & Co. are the local agents for the Scottish Co.

THE final stage of the *Cyclone* case was reached at a late hour before Mr. E. R. Hallifax at the Magistrate's yesterday afternoon, when the four excise officers who were charged with an alleged assault on four tallymen belonging to the *s.s. Cyclone* on the 11th August last were discharged. Mr. H. J. Gedge (of Messrs. Johnston, Stokes and Master) prosecuted and Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) appeared for the defendants.

THE Hamburg-America Linie steamer *Briegavia*, which has been ashore outside Woonong for about ten days, was successfully refloated at 8.15 a.m. on the 9th inst. The task of refloating her was entrusted to the Kachien Transportation and Towboat Company, and on the 9th inst., at the time mentioned the *Shunfeng*, under the directions of her master Captain Brown and Mr. McMurdo of the New Engineering and Shipbuilding Works, succeeded in towing off the vessel with the assistance of favourable wind and tide. The *Briegavia* will be docked for examination.

LACK of complete mastery of the English language was responsible for the loss of a carefully cultivated beard that graced the chin of S. Zamoto, editor of the *Japan Times* of Tokyo and a member of the Commercial Commission now touring America. Zamoto visited the barber's shop in the hotel at New York in which he is a guest. "I would like to be shaved," he said in halting English, "not altogether, but conservatively." Americans in the shop were startled when they suddenly listened to a fluent flow of what probably was strong language in Japanese. The barber had encroached on the Japanese imperial, with the result that half of it fell beneath his keen blade before the customer could protest. It was necessary then to cut it all off.

FIVE Chinese were arraigned before Mr. J. R. Wood (Second Police Magistrate) this afternoon on a charge of the alleged murder of a competitor at the Cotton Mills on the 30th November last. From the evidence adduced it appears that a quarrel took place on the day in question between the defendants and the deceased, who was also an employee in the Cotton Mills, as a result of which the defendants are alleged to have attacked the deceased with a knife and inflicted a wound on the abdomen which caused the victim's bowels to protrude, and shortly afterwards the unfortunate man succumbed to his injuries. Inspector W. Kerr prosecuted and Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) defended. The case was remanded.

AUSTRALIAN COAL STRIKE.

P. AND O. COMPANY AND JAPANESE COAL.

The position occupied by the P. and O. Company is one of security, and it is officially stated there need be no anxiety as to the adherence to the timetable. The supplies of coal for the company at Sydney are matters which have been arranged by contract, but a strike means the immediate cancellation. But there are other places where coal can be obtained.

The superintendent in Australia of the line, Mr. E. Trellawny, was seen this morning (yesterday) by a Sydney *Evening News* reporter, and though the mail day notice was posted in a conspicuous place, the superintendent spared a few minutes to discuss the situation.

"We have huge stocks of coal at Colombo, and our steamers are always calling at Calcutta, Colombo, or Bombay. It only means diverting them to meet the mail steamers at any given place. The ramifications of the P. and O. line are so extensive that we are always prepared for any emergency. It is not the matter of a day, it is always the same. There are something like 25,000 tons always stored at Colombo."

"What about your cargo steamers in Japan?"

"Well, there are two vessels there now, each capable of carrying 10,000 tons, and it only means the dispatch of a telegram, and those vessels can fill up for Sydney."

"There is no need for Sydney to remain in darkness, then?" said the reporter.

"Not at all. Japanese coal is a splendid gas coal."

The superintendent smilingly remarked about the prospects of the P. and O. Company entering the coal trade, and supplying the Sydney Gas Company and everybody else with supplies. "The mails will be delivered according to schedule."

"Oh yes; there need be no misgiving about our line, whatever?"

"The New Zealand trips?"

"Well, there is plenty of coal to be obtained over there, you know."

There is no doubt about the carrying capacity of the P. and O. cargo steamers now in Japan. Lloyd's register indicates that they load over 10,000 tons dead weight.

"Prinz Ludwig's" Fire.

ONE MILLION DOLLARS DAMAGE.

80% GENERAL AVERAGE DEPOSIT.

The fire, which broke out on board the German mail steamer *Prinz Ludwig*, is also entered the harbour yesterday morning, reported in detail in our last evening's issue, was extinguished after we had gone to press yesterday. After the fire brigade left the ship, the *Prinz Ludwig* remained for the night at anchor in Yumail Bay, and about eight o'clock this morning steamed up to the wharf in front of the Hongkong and Kowloon Wharf and Godown Co.'s godown at Kowloon. As soon as the mail steamer was made fast to the wharf she began to discharge the cargo in the No. 1 hold that had been damaged by fire and water. The work was continued throughout to-day and had not been finished in the afternoon. Surveyors for the underwriters made a preliminary inspection of the cargo to-day and a thorough survey will be carried out to-morrow when all the bales of merchandise in the hold of the ship will have been discharged. It is hoped that there may not be any necessity for drydocking the *Prinz Ludwig*. It is yet too early to make a definite pronouncement, but by to-morrow the marine surveyors will be able to determine accurately the damage, if any, to the hull that had been sustained by the magnificent N.D.L. steamer.

ONE MILLION DOLLARS' DAMAGE.

When recording the destructive fire in our last issue we noted that a preliminary report up to the fifth hour yesterday indicated the hope that the loss caused by the fire might not be of a serious character, but that that optimistic statement might have to be modified by the course of events in the progress of the fire towards the afternoon. Our forecast was prompted by information upon which considerable reliance might be placed, and subsequent reports to-day amply bear out the confidence so implicitly placed by us. From the cursory examination so far made by competent experts of the damaged cargo, an estimate has been formed that the loss will approximate one million dollars in round figures. This enormous loss is not surprising, when the extremely valuable nature of the cargo stored in the No. 3 hold is considered and its liability to practical total loss by fire and water.

We understand that the agents in Hongkong (Messrs. Melchers & Co.) for the N.D.L. *Prinz Ludwig* are collecting a deposit of twenty per cent on account of general average.

CANTON DAY BY DAY.

ANTI-OPIMUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 14th December.

Since the establishment of the Government Anti-Opium Bureau at Canton, it is learnt that thirty-six officials, who were admitted to the Bureau for treatment, have recovered from their evil habit of opium smoking.

MAGISTRATE DISMISSED.

As a result of the murder of five persons in a lodging house in the town of Shek Lung, as reported a few days ago, the Magistrate of Tung Kuo district has been dismissed by the Viceroy and Tsui Hing Yuen has been appointed to fill the vacancy.

FIRE.

At seven o'clock last evening a fire took place in the vicinity of the North gate close to the Kuang Kiu bridge where six buildings have been completely destroyed.

BOGUS OPIMUM FARMERS.

TRIED TO EMBROIDER PACKETS OF THE DRUG WITH OPIMUM FARMER'S STAMPS.

Copditch Road was the scene of a curious capture yesterday afternoon. It appears that two Chinese, belonging to the class who are ever watchful for an opportunity to defraud the Opium Farmer, repaired to a convenient spot on the hillside and on arrival at the vantage point, produced some packets of opium, on which they applied wrappers and stamps resembling the Opium Farmer's trade descriptions. The wily ones, however, received a rude shock when an officer of the law paid an unannounced visit to the scene of their nefarious operations. One of the men on seeing the uninvited official attempted to throw an electrically charged lamp into the Opium Farmer's official stamp into some adjacent bushes but the block failed to find a convenient target and was promptly recovered in a side chapel a little distance away by the policeman. This morning, Mr. G. Hoggan, Chief Excise Officer, charged the two men before Mr. E. R. Hallifax (First Police Magistrate) and were remanded. Bail was allowed in each instance in the sum of \$150.

ANGLO-MALAY RUBBER.

A "Shareholder" writes to the *Financial Times* of Oct. 21st:-

I should like to draw attention to the excellent position of the Anglo-Malay Rubber Company. The company owns 3,364 acres of old rubber out of 6,330 acres in all. It produced last year 350,500 lb. of rubber, and for 1909 the crop will be in excess of 500,000 lb. The average price realised must be (including forward contracts made early in the year of about one-third of the crop) at least 6s. 6d. per lb., yielding a revenue of 1,125,000, which, with £12,500 brought into the accounts, will be sufficient to pay dividends of 8s. per cent, leaving to go forward as much as £15,000 to £20,000.

Next year's crop may be reckoned at 650,000 lb., that of 1911 850,000 lb., 1912 1,500,000 lb., largely increasing year by year afterwards.

A second interim dividend of 12s. per cent is payable at the end of November. This company is one of the few that will benefit fully by the high prices of rubber, which are expected to prevail until the more recently-planned scheme comes into full production.

SERIOUS AFFRAY AT MACAO.

GERMAN SAILORS KILLED AND WOUNDED

Reports, though of a somewhat fragmentary and incoherent form, were received in Hongkong to-day which point to the occurrence of a somewhat serious affray having taken place at Macao, resulting, so it is reported, in the death of one German sailor and the serious wounding of another. We have pursued inquiries from all sources of likely authentic information locally to corroborate the stories we have received from Macao, but it appears that our reports of the occurrence are the only ones that have up to the present reached Hongkong. From all that we gather the regrettable fatal incident occurred on Monday, one version fixing the time at the early hour of morning before dawn, and the other at night. However it may be, the reports agree that two German sailors belonging to the river gunboat *Tingtau* had been ashore and visited a public bar in the city that they had indulged in intoxicants the reports also coincide, but the versions are divergent as to their inebriated condition upon leaving the public-house. Any way, it is stated that, as the sailors were leaving the bar a civilian probably the tavern keeper, went up to the men and demanded payment for the refreshments with which they had been served. The Germans are alleged to have remonstrated against a demand for a second payment of money, since, they declared, the price of the drinks had already been paid. From words the dispute went on to blows and, in the midst of the drunken brawl, as the story proceeds to relate, it is alleged the civilian drew out a revolver and fired at one of the sailors who was mortally wounded. The man's companion is said to have been stabbed, whether by the same assailant or another individual there is absolutely no means of identifying either. In their wounded condition the Germans are supposed to have either found their way on board the *Tingtau* or were removed to their ship. On this point also our reports are altogether obscure.

The sailor, who was shot, expired from his injuries on board the gunboat yesterday, while his companion is lying in a precarious condition under the ship's surgeon's care. The dead body of the German sailor was removed to the Military Hospital at Macao yesterday where a post mortem examination was held. Deceased was to have been buried at Macao at ten o'clock in the forenoon to-day.

As far as we could learn no arrests have yet been effected although the Police authorities at Macao are conducting searching investigations into the case.

Our information leads to the belief that a formal report of the case has been lodged with the Governor of Macao by the Commander of the *Tingtau*, and that the report has had the earnest attention of the Portuguese authorities.

"SOUTH CHINA MORNING POST" LTD.

ANNUAL MEETING

The seventh annual ordinary general meeting of the *South China Morning Post*, Limited, was held in the offices of Dr. J. W. Noble, at Bank Buildings, Queen's Road Central, at noon to-day. There were present:-Mr. G. O. Moxon (in the chair) and Mr. P. M. Hodgson, directors; Messrs. Geo. T. Lloyd (general manager and editor), T. Petrie and E. B. Ayrie.

gentlemen,—"I report and accounts having been in your hands for some days, I will, with your permission, take them as read. The directors regret that the result of the year's working is not as favourable as that of the previous year, but when the depression in trade—so generally felt—is taken into consideration, we have cause to be thankful for even the measure of success which is now recorded. Valuable suggestions are from time to time being made with the view of furthering the interests of the company, and whilst they are appreciated—and acted upon when possible—it is necessary to remember that we are fighting an uphill battle, and have to be very careful not to expend monies without obvious benefit to the company. Economy has been most religiously studied in the past, and it is imperative that the same policy should be pursued in the immediate future if we are to be successful, although economy will not be allowed to impair efficiency. The quality of the newspaper might be improved, the cable service of exclusive English news extended, and a number of attractive special features introduced, but as all these mean increased expense, improvements can only be effected after the most careful deliberation. The object of our management has been and is to secure shareholders' interests wherever possible, compatible with reasonable progress and due efficiency. Every effort is being made to make the newspaper readable and acceptable to the bulk of the English-reading people, and the fact that the circulation has been substantially increased during the past year proves that its popularity is by no means on the wane, whilst its value as an advertising medium has been most generously recognised. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions to the best of my ability.

There were no questions.

On the motion of the Chairman, seconded by Mr. Petrie, the report and accounts were adopted and passed.

Mr. Ayrie moved the re-election of Dr. J. W. Noble, Mr. G. O. Moxon and Mr. J. Scott Harston as directors for the year ending 31st of August, 1910, and the election of Mr. Paul M. Hodgson as director during the absence of Mr. Scott Harston.

Mr. Lloyd seconded, and the motion was carried.

This was all the business.

In Korea, according to a British Consular report, Rangoon candles are finding a wide and extending market and are to a certain extent displacing British. Closer attention to the requirements of the market, it is remarked, would probably result in British-made candles being taken to a greater extent in place of the inferior Japanese articles.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A. A. A. MEETING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—It is reported that the A. A. A. Meeting has been postponed to the 2nd of April, for which I think there is absolutely no necessity. The Amateur Athletic Association, is considered to be the largest Association for athletics in the world, and it seems strange that its Hongkong branch should be unable to hold a meeting this year. There would not have been lack of entries if individual Clubs had been approached earlier instead of entries being solicited by means of a restricted form of advertisement.

I understand that there has been a good deal of hard training in view of the sports taking place on the 28th December.

I would point out that the postponed date—2nd April—will clash with the annual meetings of the V.R.C., L.R.C. and the B.O.C.

Thanking you in anticipation for inserting the above in your valued column,—Yours, etc.,

ATHLETIC.

Hongkong, 15th December.

ELLIS KADOORIE SCHOOL.

ESTABLISHMENT AT SHANGHAI.

The following is the official correspondence referred to in the Shanghai report, printed in our yesterday's issue, of the proposed establishment of the Ellis Kadoorie School in the Northern Settlement.

With reference to the minutes of the meeting of the Committee of the Public School for Chinese of November 23, published in the *Municipal Gazette* of December 2, the Council observes the satisfactory record of attendance as an indication that the institution is fully performing its function.

The question of extension upon the lines indicated on page 216 of the Annual Report for 1907 is considered in connection with the renewal of Mr. Ellis Kadoorie's offer. The project comes before the Council with the full endorsement of the Committee of the Public School for Chinese, which has recorded the view that the need for such an institution is now beyond doubt, and that the resulting expenditure on Chinese education would not be out of proportion to the needs of the large native community resident in the Settlement.

It is accordingly unanimously decided to make provision in the Budget for purchase of a site in Sino about 12 mow in extent, and to submit the scheme for the ratepayers' approval.

Shanghai, November 30, 1909.

Sir,—It will be in the recollection of the Council in 1907 I made an offer to contribute Tls. 25,000 towards the building of a second Municipal School for Chinese on certain terms. My offer was carefully considered but it was not accepted; as the Council were of opinion that the scheme was somewhat premature. On being informed of this I consented to hold my offer at the Council's disposal until a more suitable time. I may state that one of the reasons which influenced the Council at the time was the fact that the present Public School for Chinese was not full and that therefore there did not appear to be an immediate necessity for another school. This, however, is not the case now, for I understand that the Chinese Public School is quite full and many applicants have in consequence been refused admission.

Under these circumstances I would like to inform the Council that I am prepared to renew my previous offer on the following terms.

The terms subject to which I respectfully make my offer are as follows:—

The Municipal Council to procure the land for the school, the area to be 12 mow, and the land to be in the locality of Sino.

The school to be known as the Ellis Kadoorie Public School for Chinese.

The school to be managed by the present Committee of the Public School for Chinese and on similar lines. Copies of every annual report of the school to be sent to the Ellis Kadoorie Chinese School Society in Hongkong.

And I on my part will contribute a sum of Tls. 25,000 and will endeavour to do my best to collect further funds for the purpose of adding to the building if the school requires it.

If this offer with the terms mentioned is entertained favourably, I trust the Council will see fit to submit the same to the ratepayers at the next ratepayers' meeting for adoption.

I am, Sir, Yours faithfully,
ELLIS KADOORIE,
Chairman, Municipal Council.

Council Room.

Shanghai, December 2, 1909.

Sir,—I am directed to acknowledge the receipt of your letter of November 30, containing a re-affirmation of your offer with respect to the foundation of a second Public School for Chinese. These proposals are in accordance with the desires of the committee of the present school, and the Council has received that committee's strong recommendation that they be accepted. I am directed therefore to state that the scheme will be submitted for sanction by the ratepayers at the next annual meeting, and to convey to you a most cordial expression of the Council's appreciation of your generous promised benefaction.

I am, Sir, Your obedient servant,
W. F. LEVERSON,
Secretary.

ELLIS KADOORIE, Esq.

THE football match, which was played on Saturday afternoon, B.O.C. v. L.R.C., and resulted in a draw, has been cancelled and will be re-played at the end of the League competition, as the Boys played with top men in the first half and were on the point of getting substituted at the second half when they were injured. At yesterday's meeting the Emergency Committee gave the above decision.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHIEFLY VICEROYALTY.

TAKING OVER OFFICE.

[By courtesy of the "Sheung Po."]

Peking, 14th December.
Chen Kwei-lung has fixed the 18th inst. for taking over the seals of his new office as Viceroy of Chihli.

NETHERLANDS INDIES.

PROPOSED CHINESE CONSULATES.

[By courtesy of the "Sheung Po."]

Peking, 14th December.
The Waiwup, having repeatedly received telegrams from the Chinese Minister to Holland urging that steps should be taken for the protection of Chinese residents, appointed the 14th inst. for discussing the matter with a view of establishing Chinese consulates in the Netherlands Indies.

SHANGHAI TAOTAI.

DECORATED.

[By courtesy of the "Sheung Po."]

Peking, 14th December.
Chen Kwei-lung, in a memorial to the Central Government, recommended that Tsai Nai-huang, the Shanghai Taotai, be decorated with the First Rank button, for having given a substantial contribution towards the flood relief funds.

It is reported that an Imperial decree has been issued sanctioning the recommendation.

STATE TELEGRAMS.

THE REGENT'S INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 14th December.
The Prince Regent has given instructions to the Grand Council that all important telegrams received from China or abroad should be submitted to him without delay instead of on the following day as heretofore.

THE CHINESE AMAH.

HER WAY WITH CHILDREN.

A writer in a home paper makes the following observations on Chinese amahs:—

"To an English mother going abroad for the first time there is nothing so repellent as the idea of her children being entrusted to a native nurse. After a very short while, be it in India, the Malay Peninsula, China, or Japan, the Englishwoman learns implicitly to rely on the native's carelessness. Moreover, it is a significant fact that an English child grows inordinately attached to the stolid looking amah who croons to or chides in its pidgin-English, Chinese, or Japanese. Without doubt the Chinese woman makes the best nurse in the world. Her patience is greater than that of Penelope—an English child abroad seems always a bundle of ill-temper. Some malicious person has accused the Chinese amah of stilling cries with the aid of an 'opium sweet,' but the Chinese nurse, who is invariably a mother herself is above that suspicion.

"The following incident may serve to indicate the real life that can spring up between nurse and child. A friend of the writer found it necessary to leave Shanghai and take up residence in Penang. He had only one little girl of five years, and she was devoted to her nurse, the wife of Ah Su, the household cook, and familiarly termed 'Piggy.' The Englishman expected to stay in Penang two years, and the suggestion was made that 'Piggy' should accompany the family, Ah Su being transferred to another establishment. The nurse declined the sea voyage; she had never been further from Shanghai than Wusung (the bar), she was sure that she would 'make die' if she undertook the trip. It was left to the child to persuade her that two years was a short while, and that the sea was a very narrow strip of water. For the sake of the child, 'Piggy' agreed to go. It proved a rough passage, and before the ship had cleared Wusung, 'Piggy' was in the throes of seasickness. She never reached Penang.

"The Chinese woman who has the charge of an English child attains wondrous dignity in the estimation of her compatriots. And she justifies that dignity by her habits. She is cleanly, good tempered, and devoted. The servant difficulty does not exist in the Far East, and it is not an uncommon remark on the part of an Englishwoman contemplating a return to the Old Country that 'she would not worry in the least about rearing house-keepers in London if she could take her native amah with her.'"

CHINA'S PROGRESS.

FIRST SESSION OF A PROVINCIAL ASSEMBLY.

The T'iananfu, Shantung, correspondent of the *Manchester Guardian*, writing on October 14, gives the following interesting account of the Shantung provincial assembly:—

To-day I attended the opening ceremony and first session of the Advisory Assembly for the province of Shantung in connection with the Constitutional Government regulations established last year by Imperial decree. A few special cards of admission had been distributed by the local Bureau of Foreign Affairs to the German and British Consuls, and the few foreigners that invited were the consuls, the manager of the local branch of the Deutsch-Asiatische Bank, the local commissioner of the Chinese Post-Office—an Englishman—a couple of English missionaries, an Englishman employed at the Imperial Provincial College, and the reporter of the *Tsingtau Nachrichten*.

THE BUILDING DESCRIBED.

The director of the Bureau of Foreign Affairs and the police taotai received the foreign guests in a room specially reserved, and previous to the arrival of his Excellency the Governor they received light refreshments and the toast of the Advisory Assembly was drunk. The time of opening was fixed for 9 a.m. The proceedings began fairly promptly, and at a little after nine o'clock we were ushered into the hall and upstairs to the gallery. The building is an imposing one; it consists of a square hall with a domed roof and tower, with galleries running round the hall and corresponding passages beneath. The dome is well lit with glass windows, and is painted white; the prevailing colours in the building are white, green, and red. The architect and builder were Chinese, and it is said that on the Governor being approached about the contract by a German firm he said it was too small a thing to offer to a foreign contractor. The cost is publicly spoken of as about 30,000 taels (£5,000). Large iron work gates lead into a very spacious compound. The name of the building appears in large gilt characters carved above the main entrance. Some fears as to the stability of the hall were expressed by the foreigners present; it has rather a framework appearance inside, and one is not too sure that the builder knows enough of strength of materials.

OFFICIALS AND PUBLIC.

It is fitting that the site should be that of the old Provincial Examination Halls and near to the historic Lake of Clear Waters, in the heart of T'iananfu, formerly the most conservative of cities, but now progressive enough. Looking down from the gallery one saw a most interesting sight. On a large dais were ranged long tables, at which sat the principal officials of T'iananfu, the Governor occupying a seat in the centre to the rear. Secretaries and Chinese pressmen—we have three local papers—were accommodated with a table in the front of the platform, and in front of them, in the body of the hall, sat the 123 deputies from all parts of the province. Gilt buttons proclaimed that many were scholars of the old school, and some wore the red button of expectant taotai. The Governor had already taken his seat, and the president and the two vice-presidents were installed, before we reached our seats. Attendees distributed the printed order of proceedings to all present, with a description of the purposes for which the Assembly had been convened.

POWERFUL SPEECH.

After the formal opening by the president, the Governor advanced and read a speech of some length. His Excellency's son is possessed of no unusually impressive style and appearance, and read his speech with dignity. He concluded with a long extempore speech of great power, in which he carefully outlined the purposes of the Assembly and emphasised the necessity of free speech. He instanced Yuan Shih Kai as a striking example of a man of fearless and independent thought, and spoke enthusiastically of the great reforms that Yuan had carried out during his governorship of this province. This was a particularly interesting speech at this juncture in Chinese politics, with the recall of Yuan imminent. The president of the Assembly next took the floor for a little while. The ringing of a large bell about eleven o'clock closed the morning session.

Among the spectators in the gallery were the students of the Law School, a number of Chinese teachers, and a sprinkling of students from the other schools of the city. All the proceedings passed off without the slightest awkwardness. This was no doubt due to careful rehearsing, for many meetings have been held of late in one of the other public buildings of the city. The Tze Cheng Yuan began its proceedings under the best of conditions, and all friends of China will wish it the fullest measure of success.

SHIPPING AND MAELS

MAILS DUE.

Indian (*Catharine Affair*) 17th inst.
French (*Oceanien*) 20th inst.
Indian (*Kutsum*) 22nd inst.

The C. N. Co.'s s.s. *Tean* left Manila on 14th inst., and is due here on 17th inst.
The C. N. Co.'s s.s. *Lian* left Shanghai on 16th inst., and is due here on 19th inst.
The C. N. Co.'s s.s. *Kallang* left Hullo on 14th inst., and is due here on 19th inst.
The C. N. Co.'s s.s. *Singai* left Haiphong on 14th inst., and is due here on 20th inst.
The Danish s.s. *Slaw* left Sabang on 13th inst., and may be expected here on 23rd inst.
The I. O. S. N. Co.'s s.s. *Kutsum* from Calcutta and the Straits left Singapore for this port on 14th inst.

The memorials and petitions presented in connection with the proposed amalgamation of Japan and Korea have been rejected by the Resident-General, who, at the same time, expressed the wish that the Korean people should always enjoy peace. The authorities, he continued, could not afford to take forcible measures to effect an amalgamation, inasmuch as a reconciliation between Japan and Korea was of vital importance.

THE AMERICAN TOURIST.

LIFE ABOARD THE "CLEVELAND."

As we have already announced, the largest party of tourists, 638 in all, and the largest steamer ever visiting Singapore, the *Cleveland*, are due here, at daylight, to-morrow, reports the *Straits Times* of 9th inst. Half of the passengers will land at Johnston's Pier, at about 6.30 a.m. and be conveyed in all manner of vehicles to the Tank Rd. railway station, where a special train will take them to Johore. All the vehicles of that place have been engaged for their use. The other half will remain on board the steamer, till after their breakfast which has through the tour been served at two sittings, as have all the meals on board, owing to the difficulty of seating so many at once. They will land at about 7.45 a.m. and go to Raffles Hotel, which will be the local headquarters for the party. Thence they will be taken to the Botanical Gardens, through Government House grounds, and to other points of interest, going to Johore, in the afternoon, after a tiffin at Raffles. The first party returns at 12.45 p.m. from Johore, and will make the same tour of Singapore in the afternoon that the other party did in the morning. At 4.30 p.m. the whole party meets at Borneo Wharf, and the steamer will sail for Batavia shortly after 5 o'clock.

DESCRIPTION OF THE VESSEL.

The *Cleveland* is one of the latest additions to the fleet of the Hamburg-America Line. She is of 16,600 registered tonnage, and was built by Messrs. Blohm and Vois, of Hamburg. She was launched in December, 1906, made her trial trip, on March 16, of this year, and her maiden trip across the Atlantic was begun on March 23. Her length is 300 feet, her beam 65 feet, and her height from waterline to upper deck 55 feet. She is built of steel, and is provided with five decks, and a double bottom extending the entire length of the ship, divided into numerous watertight compartments. She is equipped with twin screws, and power is supplied by two sets of quadruple expansion engines, giving the vessel a speed of 16 knots. For the safety of the vessel and its passengers, all the latest appliances have been provided: an automatic hydraulic system for closing the watertight doors separating the eleven water compartments into which the hull is subdivided; automatic fire-extinguishers, inter-communicating telephones, submarine signal system, and wireless telegraphy. Her two yellow apparently short-cut funnels are given a singular appearance by the manner in which she is built up amidships where the passenger accommodation is situated. This extends over 5 decks, namely, the main, saloon, awning, upper, and promenade. They are connected by a grand and smaller companion way, and an electric passenger elevator serves the five upper decks. The grand entrance hall and companion way have received special attention, and well furnished and decorated suites have been located on both the promenade and upper decks. Single and two-berth rooms with bath and toilet, rooms have been furnished and equipped, with the idea of making the traveller feel at home. The *Cleveland*, when making her usual run between Hamburg and America, has accommodation for 3,300 passengers, 300 in the first-class, 500 in the second-class, and 2,500 in the steerage. For the present tour, however, she has been adapted to carry only 700 passengers in the first and second-class cabins; but the passengers travel as one class only. The food is identical the same whether served in the first or second class saloon, and the differences in the charges for the complete cruise depend only upon the position of the cabin occupied. The vessel carries a crew of 436 all told. The full complement have travelled with the boat. The fore dining-room has seating accommodation for 250 passengers, while the dining-room aft, in ordinary circumstances the second-class saloon, seats 250. A popular attraction on the voyage-out has been the two swimming pools provided on deck for passengers' use, while two more pools are also provided for the crew.

The whole of the catering for the voyage has been undertaken by the Hamburg-America Co. By means of her installation of the Marconi wireless telegraphy system the *Cleveland* on her Atlantic voyages is in constant communication with land, either with Crookhaven in Ireland or Cape Cod near New York. The installation will take in messages from any distance up to 2,000 miles, but is only capable of despatching to a distance of 300 miles.

ARRANGEMENTS ON BOARD.

Inter-communicating telephones add to the comforts and facilities aboard this magnificent modern Leviathan, which furnishes the tourist party with a veritable floating palace, for the long and interesting trip on which they embarked at New York, on October 16, and at the end of which they will have covered nearly 30,000 miles by water and land. The dining-room, extending the full width of the ship, has been exquisitely furnished. Small tables have been provided for seating two, four or six persons. Each table has an electric table lamp with decorative lamp-shades. A social hall or lounge on the promenade deck at the head of the grand staircase is a masterpiece of the decorator's art. It is furnished with luxurious divans and chairs, and has a library of carefully-selected volumes. A writing room is also available, and the music and ladies-room provide delightful opportunities for entertainment and recreation. The smoking room is situated on the after end of the bridge-deck, and is connected with the music room and lounge by a beautifully decorated vestibule and covered passageway. The entire treatment is one of artistic harmony, and social life on board offers a striking example of home life comfort which can be provided on modern vessels of the *Cleveland's* type. In addition to the public rooms mentioned, there is also a gymnasium, equipped with Zander electrical apparatus, electric light bath, photographers' dark room, a library, bookstall and information bureau. Throughout the steamer light and ventilation have been provided according to the most advanced ideas, and every cabin has an electric fan, which is under the independent control of the occupant. All the rooms have large, deep wardrobes, and all the passengers have the same deck and saloon privileges.

To-day's Advertisement.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI, TSINGTAU, NAGASAKI, HIOGO AND YOKOHAMA.

THE Steamship

"BULOW"

Captain F. Prosch, will leave for the above places TO-MORROW, the 16th instant, at 8 A.M.

For further particulars, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 15th December, 1909.

ROBBIE RETURNS.

The Manager of the Leabury Rubber Estates, Ltd., reports that the rubber crop harvested during the month of November was 6,619 lbs. dry. The corresponding month last year it was 4,538 lbs. dry. The total for the first eleven months of 1909 is 57,709 lbs. dry; and that for the corresponding period of last year 23,877 lbs. dry.

The manager of Lagadon Rubber Estates, Ltd., reports that the rubber crop harvested during the month of November was 22,727 lbs. dry. In the corresponding month of last year it was 17,508 lbs. dry. The total for the first eleven months of 1909 is 224,827 lbs. dry; and that for the corresponding period of last year 165,056 lbs. dry.—*Straits Times*.

DRESSING FOR DINNER AT SEA.

AN INCIDENT ON THE P. & O. S.S. "MACEDONIA."

Trunk says: An interesting little incident enlivened the last voyage of the P. & O. liner *Macedonia* down the Red Sea. One evening a number of male first class passengers sat down to dinner in their shirt-sleeves. Their example was followed, as had examples generally are, until about twenty men in the saloon had removed their coats. The captain sent a message round inviting them to put their coats on again. The majority took the hint, but at one table the men replied that as the ladies at their table had no objection to their sitting in their shirt-sleeves, they saw no reason for complying with the captain's request. By way of emphasising their views, they proceeded in the same garb to the music saloon after dinner. The captain then issued a notice that as such behaviour was not only disrespectful to all others assembled in the same apartment, especially ladies, but would not be tolerated in any club, military mess, or hotel, he had given orders that any one appearing in the saloon in future improperly dressed will be removed.

No doubt shirt sleeves are more comfortable than coat-sleeves in the Red Sea, but if you allow one garment to be discarded, why not another? Where are you to draw the line? One man may prefer to dine with no garment over his shirt, another may consider more conducive to his comfort to appear in his pyjamas. I think it will be generally agreed that the captain of the *Macedonia* was right in resisting the insertion of the thin end of the wedge. Perhaps the most remarkable feature about this incident is that the ringleaders in the shirt-sleeve movement were officers in H. M. Service, though it is scarcely less remarkable that ladies should have backed them up. It only shows how ready ladies are to kick down the old conventions in these days. One feels with Mr. Yellowplush, "O trumpety, O Morris!"

Events Coming.

Thursday, 16th December.

Legislative Council meeting.
Hughes and Hough, Auction sale "Grey Back" China Pony, at Kennedy's Stables, 5 p.m.

Friday, 17th December.

Geo. P. Lammett, Chinese Curios sale, 2.30 p.m.
Hughes and Hough, Furniture Sale 2.30 p.m.

Saturday, 18th December.

Geo. P. Lammett, Chinese Curios sale, 2.30 p.m.
Hughes and Hough, X'mas Toys sale, 2.30 p.m.
Buff's Gymkhana, on the Polo Ground, 2.30 p.m.

Sunday, 19th December.

Catholic Union Bazaar, from 4 p.m. to 8 p.m.
Monday, 20th December.

Hughes and Hough High Class English Jewellery sale, 11 a.m.
Geo. P. Lammett, Fancy Goods sale, 2.30 p.m.

Wednesday 22nd December.

St. Joseph's English College, distribution of prizes, by His Excellency the Governor, 4.30 p.m.

Friday, 24th December.

Boxing at City Hall.

Saturday, 25th December.

Public Holiday.

Monday, 27th December.

Theatre Royal, Bandmann Comedy Co., "The Early Worm," 9 p.m.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, to 2 a.m.
Theatre Royal, Bandmann Comedy Co., "The Best People," 9 p.m.

Wednesday, 29th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, to 2 a.m.
Campbell, Moore and Co., Ltd., Annual Meeting, will be held at the Company's Offices, 14th Des Voeux Road, Central, First Floor, at Noon.

Thursday, 30th December.

Theatre Royal, Bandmann Comedy Co., "A Pair of Spectacles," 9 p.m.

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

THE last lot of SUBSCRIPTION GRIF. FINS (five) will be drawn for at Kennedy's Stables on FRIDAY, 17th inst., at 5 P.M.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 15th December, 1909.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KATUNA"

Captain Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 21st instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th December, 1909.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, MARSEILLES, COLOMBO AND SINGAPORE.

THE Company's Steamship

"MISHIMA MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery except otherwise they will be landed into the same Company's Godowns at owner's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd December, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 15th December, 1909.

THEATRE ROYAL

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR

SIR FREDERICK LUGARD, K.C.M.G., D.S.O., C.B.

GRAND MINSTREL PERFORMANCE

BY THE

MINSTREL TROUPE OF THE U.S.N. CRUISER "WEST VIRGINIA"

AT THE

THEATRE ROYAL

ON

WEDNESDAY and THURSDAY, the 22nd and 23rd December,

AT 8 P.M.

TICKETS.....\$5, \$2 & \$1.

Proceeds in aid of the Chinese Y.M.C.A.

Booking at S. MOUTRIE'S.

Hongkong, 15th December, 1909.

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Hongkong, 15th December, 1909.

Intimations.

WE RECOMMEND A TRIAL
OF OUR
OWN MAKE

PORK
SAUSAGES

25 cents per lb.

THE
DAIRY FARM CO.,
LIMITED.

Hongkong, 30th November, 1909.

Hongkong, 30th November, 1909.

Hongkong, 30th November, 1909.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MAR. 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APR. 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APR. 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain," and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71, 10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 4/3

Via New York 4/5

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via NINGPO.....	WOSANG	FRIDAY, 17th Dec. 4 P.M.
MANILA.....	YUENSANG	FRIDAY, 17th Dec. 4 P.M.
SHANGHAI.....	CHOYSANG	SUNDAY, 19th Dec. 4 P.M.
CANTON & WEI.....	CHIPSANG *	TUESDAY, 21st Dec. 4 P.M.
SINGAPORE, SAMARANG & S' BAYA.....	FOHSOING	TUESDAY, 21st Dec. 4 P.M.
MANILA.....	LOONGSANG *	FRIDAY, 24th Dec. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE.....	KUTSANG *	SUNDAY, 26th Dec. 11 Light.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG *	THURSDAY, 6th Jan. Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsang*, *Namsang* and *Foohsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 61, Hongkong, 14th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"CHENAN"	16th Dec., 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO ...	"LIANGCHOW" ...	16th " 4 P.M.
SHANGHAI	"ANHUI"	19th " Daylight.
MANILA	"TEAN"	21st " 3 P.M.
SHANGHAI	"LINAN"	23rd " 4 P.M.
SHANGHAI	"CHIHUA"	26th " Daylight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	10th Jan., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Lintan*, *Chinghai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

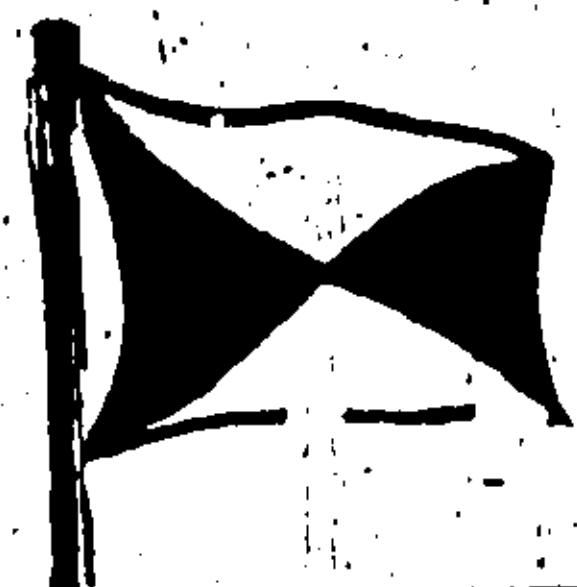
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25, Hongkong, 14th December, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th Dec., at Noon.
ROBIN	2540	R. W. Almond	"	FRIDAY, 24th Dec., at 5 P.M.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th December, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO
and SALINA CRUZ (Mexico).

S.S. MANSU MARU 5,000 tons gross. Sails 19th Dec., 1909, at Daylight.

S.S. AMERICA MARU 6,000 " " " 5th Feb., 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th November, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.
Do.	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1910, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUI & SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 19th Dec., at 10 A.M.
TAKO and ANPING & SWATOW and AMOY.	"SOSHU MARU" Capt. T. Saito	WEDNESDAY, 22nd Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th December, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	"HIBANO MARU" Capt. H. Fraser, Tons 9,000 "TANGO MARU" Capt. A. Christensen, Tons 8,200 "KAMO MARU" Capt. F. L. Commer, Tons 9,000	WEDNESDAY, 22nd Dec., at Daylight. WEDNESDAY, 23rd Jan., at Daylight. WEDNESDAY, 19th Jan., at Daylight.

VICTORIA, B.C., & SEATTLE ("Iburi Maru" leaving Hongkong 8th Jan. due Kobe 25th, & Yokohama 27th Jan., connects)	"AWAJI MARU" Capt. A. Keira, Tons 6,500	WEDNESDAY, 10th Jan., From YOKOHAMA.
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VICTORIA, B.C., & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan. due Kobe 25th, & Yokohama 27th Jan., connects)	"SANUKI MARU" Capt. K. Homma, Tons 6,500	SATURDAY, 29th Jan., From KOBE.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6,000 "YAWATA MARU" Capt. T. Sekine, Tons 6,000	FRIDAY, 24th Dec., at Noon. FRIDAY, 21st Jan., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"KISHIMA MARU" Capt. A. E. Madsen, Tons 9,000 "YAWATA MARU" Capt. T. Sekine, Tons 5,000	THURSDAY, 16th Dec., 5 P.M. WEDNESDAY, 12nd Dec., at Noon.
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KOBE and YOKOHAMA	"TAMBA MARU" Capt. C. H. Butler, Tons 6,500	SATURDAY, 25th Dec., at Daylight.
MOJI, KOBE & YOKOHAMA	"AKI MARU" Capt. K. Sato, Tons 7,000	WEDNESDAY, 24th Dec., A.M.

SHANGHAI, MOJI AND KOBE	"ORYON MARU" Capt. F. Pyne, Tons 6,000	FRIDAY, 17th December.
BOMBAY, via SINGAPORE and COLOMBO	"BINGO MARU" Capt. G. B. Hurry, Tons 6,500	THURSDAY, 16th December.

Fitted with new System of wireless telegraphy. * Cargo only. * Carries deck passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamer.

THE "SHIRE" LINE OF STEAMERS.
LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE"
Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.

NAVIGAZIONE GENERALE ITALIANA.
(Torio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Pelsito, will be despatched as above on THURSDAY, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th December, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Aymorio	4,363	J. Boyd	22nd Dec. 1909
Suvaric	6,232	S. Shotton	13th Jan. 1910
Oceanic	4,657	F. W. Davies	10th Feb.
Kumari	6,232	J. Mathie	10th March
Aymorio	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th December 1909.

Hongkong, 7th December 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE"

Captain W. Barrett, will be despatched as above on or about 16th December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 30th November, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 26th November, 1909.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 10th April, 1909.

Hongkong, 10th April, 1909.

Hongkong, 10th April, 1909.

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Hongkong, 10th April, 1909.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 15th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.S. Mores, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Delhi*, due in London on 19th February, 1910.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Values of all Packages are required.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$150,000 }	\$2,007,819	Interim of £2 for account 1909 @ ex 1/9th = \$22.72	{ \$907 London 502 }
National Bank of China, Limited	90,025	7	£6	{ \$4,000 \$40,000 \$400,000 }	\$30,552	\$2 (London 3/6) for 1909	56 1/2 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	none	\$10 for 1908	7 1/2 % \$150 sales
North China Insurance Company	10,000	15	£5	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,500,000 \$15,000,000 \$150,000 }	\$8,454,901	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$895 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$7,763	\$12 and bonus \$3 for 1907	7 1/2 % \$225 sales
FIRE INSURANCE.							
China Fire Insurance Company	70,000	\$100	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 % \$118 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	\$168,711	\$27 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$1,500,000 \$15,000,000 \$150,000 }	\$1,081	\$1 for 1906	...
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	Nil.	\$4 for year ending 30.6.1908	...
Hongkong, Canton & Amoy Steamship Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$15,000,000 \$150,000 }	\$27,179	Interim of \$12 for account 1909	7 1/2 % \$31 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$1,500,000 \$15,000,000 \$150,000 }	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...
Do. Do. (Deferred)	60,000	£5	£5	{ \$1,500,000 \$15,000,000 \$150,000 }	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	£68,817	\$1.00 for year ending 30.6.1909	4 1/2 % \$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,500,000 \$15,000,000 \$150,000 }	\$3,121	...	3 1/2 % \$141
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,500,000 \$15,000,000 \$150,000 }	Dr. \$5,558	\$5 for year ending 31.12.08	3 1/2 % \$160 sellers
Luxur-Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$1,500,000 \$15,000,000 \$150,000 }	Dr. \$13,801	\$5 for 1907	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 602	Tls. 10 for year ending 31.12.09	...
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	£148	Final of 1/6 making 3/- for 1909	7 1/2 % Tls. 19.30 sales
Raub Australia Gold Mining Company, Limited	150,000	1	18/10	{ \$1,500,000 \$15,000,000 \$150,000 }	Dr. £4,191	No. 12 of 3/- = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,500,000 \$15,000,000 \$150,000 }	Dr. \$7,411	\$1.75 for year ending 31.12.08	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	\$30,102	None	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	\$345,162	Interim of \$14 for account 1909	...
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 6,116	Final of Tls. 24 for year ending 30.4.09	6 1/2 % Tls. 77 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	7 1/2 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 24,614	\$2.20 on old and 60 cents on first new issue	...
Hongkong Hotel Company, Limited	11,000	\$5	\$15	{ \$1,500,000 \$15,000,000 \$150,000 }	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$26,475	Interim of \$1 for account 1909	6 1/2 % \$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$5,486	60 cents for 1908	7 1/2 % \$84 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,500,000 \$15,000,000 \$150,000 }	\$278	\$14 for 1908	5 1/2 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 143,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,500,000 \$15,000,000 \$150,000 }	\$1,068	Interim of \$2 for account 1909	8 1/2 % \$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 10,991	Tls. 11 for year ending 31.10.09	5 1/2 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$1,500,000 \$15,000,000 \$150,000 }	\$9,553	10 cents for year ending 31.7.08	...
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 8,372	Tls. 7 for year ending 31.9.08	...
Laou-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 4,829	Tls. 4 for 1908	...
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 15,911	Tls. 5 for 1906	...
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,624	12/6	12/6	{ \$1,500,000 \$15,000,000 \$150,000 }	£64	15 % per share for 1908	...
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500,000 \$15,000,000 \$150,000 }	Nil.	\$2.20 for 1908	10 1/2 % \$102
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$61,138	50 cents for year ended 28.2.06	...
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$1,007	80 cents for 1908	8 1/2 % \$91 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,500,000 \$15,000,000 \$150,000 }	\$1,891	\$1.0 for year ending 31.7.09	8 1/2 % \$164 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$3,756	Interim of 35 cents for account 1909	10 1/2 % \$74 sa. and s.
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$5,000	8 cents for year ending 31.12.08	8 1/2 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$1,500,000 \$15,000,000 \$150,000 }	\$5,195	\$1 a d bonus 20 cts. for year ending 29.2.09	6 1/2 % \$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$15	{ \$1,500,000 \$15,000,000 \$150,000 }	\$6,616	Interim of \$2 for account 1909	10 1/2 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$8,790	Interim of \$1 for account 1909	8 1/2 % \$123 sales
Maatshappij tot Mijl, Bosch en Landbouwerij plaatje, in Lingat, Limited	25,000	Gs. 100	Gs. 100	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 316,682	Third of quarterly of Tls. 14 for account 1909	...
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$4,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$131
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$4,304	...	3 1/2 % \$140
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	Pa. 18,640	None	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$1,500,000 \$15,000,000 \$150,000 }	Tls. 5,350	Final Tls. 5 making Tls. 18 for 1908	4 1/2 % Tls. 117 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,500,000 \$15,000,000 \$150,000 }	Dr. \$56,602	None	...
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$1,500,000 \$15,000,000 \$150,000 }	\$63	40 cents for year ending 31.5.09	7 1/2 % \$24 buyers
United Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$172	60 cents for year ending 31.12.08	5 1/2 % \$104 sales
United Asbestos Oriental Agency, Limited	11,000	\$10	\$5	{ \$1,500,000 \$15,000,000 \$150,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$2,613	Final of 30 cents for 1908	7 1/2 % \$74 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,500,000 \$15,000,000 \$150,000 }	\$783	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	{ \$1,500,000 \$15,000,000 \$150,000 }	none	Interim of 12 1/2 % for account 1909	...
Balgownie Rubber Estate, Limited	20,000	\$1	\$10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$11,875	10 % interim for 1909	...
Castlefield Rubber Estate, Limited	31,057	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	£4,220	10 % for 1909	...
Damansara (Selangor) Rubber Co.	110,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Golconda Malay Rubber Co.	8,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Highland & Lowland Para Rubber Co. (fully paid)	181,454	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	£8,784	7 1/2 % interim for 1909	...
Kamoning (Perak) Rubber Tin & Co.	950,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
do. do. A shares	100,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	1,820	14 for year ending 31.5.08	...
do. do. (7% pref.)	10,000	£1	£1	{ \$1,500,000 \$15,000,000 \$150,000 }	none	Interim of 40 % for account 1909	...
Ragalla Rubber Company, Limited (ordinary)	22,500	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	none	7 1/2 % for year 1908	...
do. do. (8% pref.)	2,500	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	56,722	15 % for year ending 31.12.08	...
Ledbury Rubber Estates, Limited	6,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
do. do. (contributory)	40,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Sagga Rubber Company, Limited	20,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Sandycroft Rubber Company	1,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	\$1,775	Interim of 30 % for 1909	...
Hongkong Rubber Company, Limited	80,000	\$100	\$100	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Shelford Rubber Estate Limited	65,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	2,836	10 % for 1908	...
Shikappa & Johore Rubber Company, Limited	2,500	£100	£100	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Singel Cacao Rubber Estate Company, Limited	110,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	none	None	...
Singel Kapar Rubber Company	110,000	£1	£10	{ \$1,500,000 \$15,000,000 \$150,000 }	£4,448	8 1/2 % interim for 1909	...

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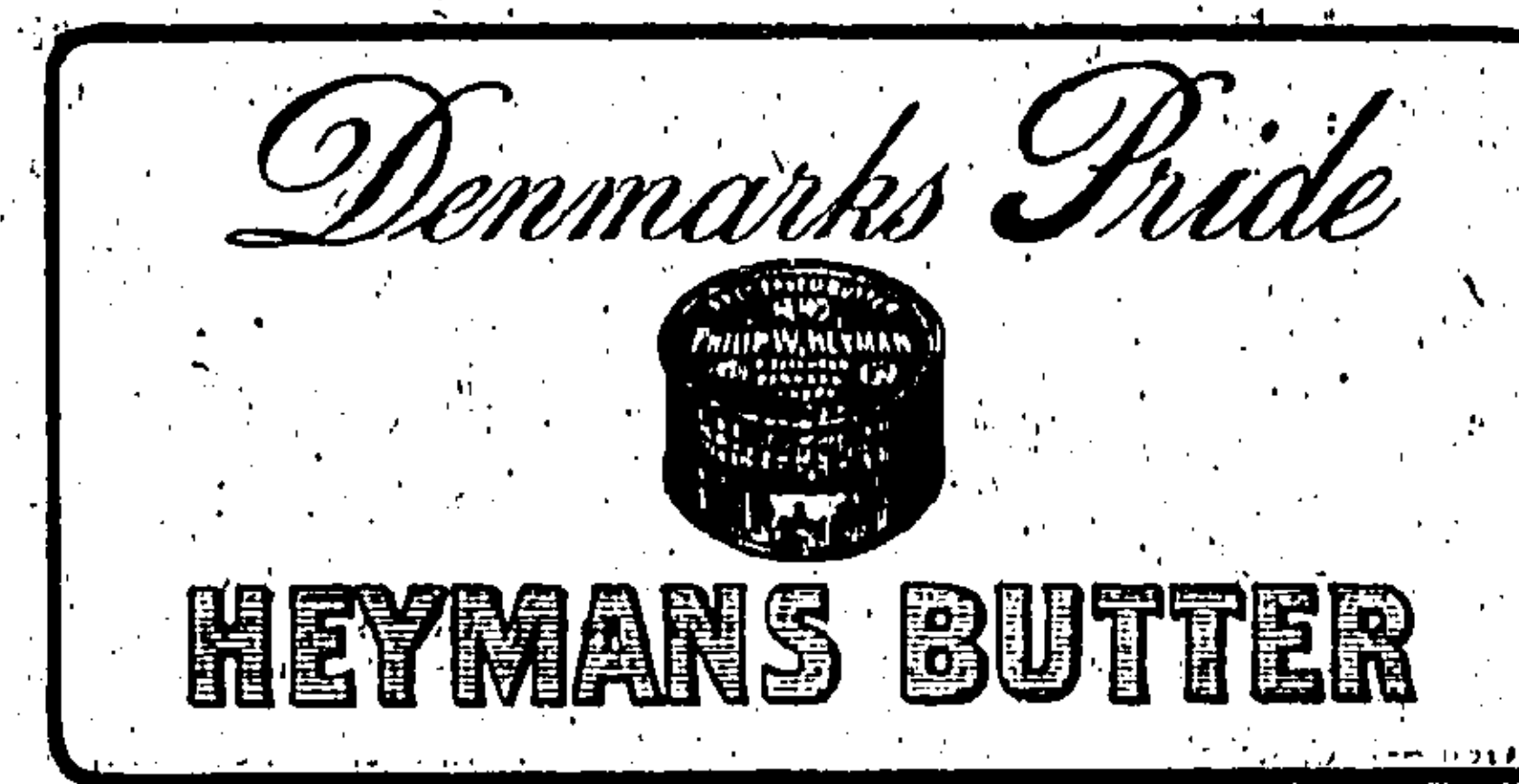
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